



The Halifax Amateur Radio Club

REFLECTOR

PO BOX 663
HALIFAX NS
B3J 2T3

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club web site is www.halifax-arc.org



The Canadian flag was first flown on February 15, 1975



HARC Club Station phone number - 490-6421

See the HARC Web site at: <http://www.halifax-arc.org>

Our executive and committees.

Position Name & Call Sign	Phone #	E-Mail
President - Bill Elliott, VE1MR	865-8567	ve1mr@rac.ca
First V.P. - Dick Grantham, VE1AI	434-8046	ve1ai@rac.ca
2nd V.P. - Peter Whalen, VE1PJW		ve1pjw@rac.ca
Secretary - Murray MacDonald, VE1MMD	876-0661	twomacds@ns.sympatico.ca
Treasurer - Fraser MacDougall VE1WO	865-4198	ve1wo@rac.ca
Director-at-Large - Doug LeBlanc, VE1LDL		leblanc@accesscable.net
Club Station Mgr. - Brian Allan, VE1AZV	489-4656	basailor@eastlink.ca
Past President - Bob Swinwood, VE1PQ		swinwood@hotmail.com

Committees/Offices/Prime Contacts

75th Anniversary Chair - Bob Swinwood, VE1PQ		swinwood@hotmail.com
Brit Fader Memorial QSL Bureau Manager - Bob Burns, VE1VCK		ve1vck@rac.ca
EMO Coordinator - Dave George, VE1AJP	466-8723	dgeorge@dal.ca
Reflector editor - Lynn Bowser, VE1ENT	865-8567	ve1ent@rac.ca
Reflector Dist. - Howard Dickson, VE1DHD	823-2024	dhedickson@hfx.eastlink.ca
Membership - Howard Dickson, VE1DHD	823-2024	dhedickson@hfx.eastlink.ca
Web page - Rob Ewert, VE1KS,	826-1705	ewertr@hfx.eastlink.ca
Basic ham course - Scott Wood, VE1QD	823-2761	ve1qd@rac.ca
EMO Trailer Assembly coord - David Musgrave, VE1EDA	435-4333	ve1eda@rac.ca
2007 Flea market Chair - Barry Diggins, VE1TRI		bdiggins@chebucto.ns.ca
Field Day coordinator - John Hopkins, VE1HMH		john.hopkins@ns.sympatico.ca
Safety Officer - Terry Bigelow, VE1TRB		ve1trb@rac.ca
RAC Asst Director - Wayne Marchand, VE1WJM,	860-1580	
RAC Atlantic Dir. (acting) - Len, VE9MY (506) 847-5656		lmorgan@nbnet.nb.ca
NSARA Director - Scott Wood, VE1QD	823-2761	ve1qd@rac.ca

The **General Monthly Meeting** of the Halifax Amateur Radio Club will take place Wednesday, February 21, 2007 at 1930 hours (7:30 PM) at the former Bloomfield School building (corner of Almon and Agricola Streets). The meeting, will be held in the Multi-Purpose Room.

The evening's entertainment will be Antennas by Gary (VE1RGB) and Jeff (VE1ZAC)

Guests are welcome.

Puzzler - Do You Know?

When was the first recorded reception of signals from Voyager 1 by radio amateurs?



Answer on page 9

In 2008 we'll celebrate the **Halifax Amateur Club's 75 years** of operation. Bob, VE1PQ, is chairing the planning committee. Contact Bob to become part of the planning & execution.

Pictures on the HARC website:
Jason, VE1PLF in Afghanistan

Take-15 Net Controllers

NOTE: There have been some changes.

If you cannot take the net on your particular trade places with one of the others. If I have left any one off the list, or you want to join, please let Bill Elliott, VE1MR, know.



Feb.	11	Herb	VE1HX
Feb.	18	Chris	VA1CDB
Feb.	25	Peter	VE1PJW
March	4	Herb	VE1HX
March	11	Peter	VE1PJW
March	18	Doug	VE1LDL
March	25	Charles	VE1MCR

Nametags bearing the club logo are available for \$5.00. If interested, please contact Dave, VE1NN

Law of Coffee: As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.



Deadline for submissions to the March Reflector is Saturday, March 10, 2007

GENERAL INFORMATION



TAKE-15 NET: Sunday evenings at 8:30 PM on VE1PSR/VHF

CLUB REPEATERS:

VE1PSR/VHF - 147.270 MHz +
VE1PSR/UHF - 444.350 MHz +
VE1PSR/6M - 53.550 MHz -
access tone 151.4 Hz
VE1HNS - 146.940 MHz -

PACKET:

VE1NSD 145.050 MHz LAN NODE
VE1BBS - Local packet BBS
accessible through the LAN

Events for Your Calendar

HARC Midwinter Breakfast – Saturday, February 24, 2007 at 9AM Breakfast with fellow hams (and guests) at the Steak & Stein Young St. We'll have two long tables, each accommodating about 30, set up in the main central area. We will be ordering from the standard breakfast menu and will be billed individually. Please let Peter, VE1PJW know if you are planning to attend.

The Truro Amateur Radio Club supper – Feb.17/07 at the King Lam Restaurant (a separate room.) in Bible Hill. Start to gather at 6:30pm to socialize; supper to begin at 7:00pm. Everyone orders what they wish from the menu. All members & guests and anyone who is interested in attending are invited. Casual Dress; No speeches or anything, just an opportunity to chatter and enjoy an outing together. Please let Bruce, VE1II know if you're planning to attend.

February 22 2007 – An **emergency preparedness exercise** - 1900hrs til 2100 hrs. It is hoped to include HF, Packet, VHF, Echo Link, IRLP and cross band into the Provincial grid or telephone systems.

The **NSARA Contest** takes place each year on the 2nd Sunday in March. That will be March 11, 2007. There may be a rule change or two so check on the NSARA web site at <http://nsara.ve1cfy.net/nsaracst.htm>

2007 Downeast Flea Market – The Halifax Forum has confirmed our reservation for May 12. Barry, VE1TRI, will chair this effort.

May 6 – The **Halifax Super Cities WALK for MS**. Tom, VE1GTC will be the liaison and co-ordinator for this event. If you wish to help out, please contact him.

June 23, 24 – **The ARRL Field Day** John, VE1HMH is the co-ordinator this year, contact him to volunteer your help with the organizing.

July 28 & 29 - The **MS Bike Tour** participants need amateur radio operators with our gear and skills for

Work 40 YLs Challenge!

YL (young lady) - any female ham operator. (If you get your ham ticket, you can be a Young Lady forever!).

2007 is the 40th anniversary of the Canadian Ladies Amateur Radio Association - CLARA. To celebrate, work & log 40 YLs in 2007! The contacts can be on any band, any mode, including VHF through a repeater, Echolink, etc. There is no CLARA membership requirement, and OMs can earn the certificate as well as YLs. I see in the Reflector that there are lots of YLs with licences in this club and in this area. One of the facets of this challenge is to get YLs talking on the air - go on - key up the mike & give a call - no one can earn this challenge unless more YLs talk more often.

It is legitimate to make contacts on nets, repeaters, scheduled contacts. Some of us are setting up skeds to make sure we get our 40 YL contacts. Contact me if you want to make or join a sked!

73, 33 Helen VA1YL

valyl@rac.ca

Extracted from the MINUTES of
The Borden PEI Meeting - Jan.7/07

EXERCISE FOUL PLAY

to involve all 3 Maritime Provinces

In attendance were: Jim Hannon VE1AFH; Dave Sudsbury VY2DRS Andy Speelman VY2AS; Jim Langille VE1JBL; Donald Courcy VE1CY; Brian Nuss VE9JB; George Meggison VY2GM

Exercise objective: To exercise VHF linking throughout the Maritimes as well as traffic handling. The station with traffic will link up VHF repeaters to contact Net Control and request contact with desired location. Net Control will link up to desired location and establish contact with destination. Once traffic is passed, Net control will down link with destination station and the originator will down link with Net Control. Each station participating in the exercise will have a chance to up and down link several times. Procedures for up & down linking and

safety and "logistical" purposes. The HARC has been asked to continue our tradition of providing communications for the 2007 NSRONA MS (Multiple Sclerosis) Bike Tour. Tom, VE1GTC will be the liaison and co-ordinator for this event. If you wish to help out, please contact him.

For more information visit

www.mssociety.ca/atlantic

an updated linking code directory supplied by Ron MacKay, VE1AIC.

The exercise date is **February 22, 2007 from 1900hrs until 2100 hrs.**

Further exercise dates will be May 31 and November 29.

To keep the exercises going each province should take a turn at drafting up the exercise and establishing net control if applicable. Including HF, Packet, VHF, Echo Link, IRLP and cross band into the Provincial grid or telephone systems will be at the discretion of the host province.

There was discussion of this exercise (Foul Play) running parallel with a NS Provincial Communications exercise. Jim Hannon said that the NS Provincial exercise was not yet drafted to completion and hoped that one would be ready by May. He will keep the committee informed as to its progress.

Location of sites for exercise Foul Play were discussed. Jim H to confirm Amherst, Bridgewater & Halifax for station sites. George stated that Charlottetown, Summerside and O'Leary will be used. (Summerside & O'Leary are permanently linked.)

Each Provincial group will be responsible for advising the appropriate first response agencies to ensure the exercise will not be overheard and misconstrued as a real event. They will also be responsible for Media coverage.

PRESIDENT'S MESSAGE

Winter is flying by and things are speeding up for the spring. Lots of club activity is being planned. May will be a busy month for the club and June is likely to be busier. A few of the things going on will be Guides on the Air in February, Flea market in early May as well as the MS walk. In June there is likely to be an event at the Acadia or perhaps the Sackville at the Maritime Museum of the Atlantic and near the end of the month, the ARRL Field Day. People will be required for all these events as well as other events, EMO and club work parties and such.

Perhaps we can run a relaxed HF contest from the club station to get in practice for Field Day. If you are interested in participating in any of these event; look on page 2 and elsewhere in the newsletter. Also listen to the Take 15 net for late breaking events.

Another event you should start thinking about is the 75th Anniversary celebration and what you can do to help out with it. Many committees need people to help and even little tasks are easier with more people.

I hope to see you at the Ham Breakfast on Feb. 24 as well as the meeting on the 21st.

73 - Bill, VE1MR

From the ARRL Letter, Vol. 25, No. 41

WRC-07 RECOMMENDATIONS Several agenda items/recommendations approved by the Advisory Committee for World Radiocommunication Conference 2007 (WRC-07) in IB Docket 04-286 have the potential to directly or indirectly impact Amateur Radio. WRC-07 takes place in Geneva Oct.22 to Nov.16, 2007.

WRC-07 agenda item 1.13 will review allocations to all services between 4 and 10 MHz, excluding allocations from 7000 to 7200 kHz - settled to the advantage of Amateur Radio during WRC-03. Starting in March 2009, radio amateurs will enjoy a worldwide 200 kHz segment on 40 meters. WRC-07 delegates may revisit the 7200-7300 kHz segment with an eye toward attaining the IARU's goal of a 300-kHz worldwide ham radio allocation.

WRC-07 agenda item 1.15 will consider establishing a secondary Amateur Radio Service allocation in the band 135.7 to 137.8 kHz. Several countries already have allocated that LF spectrum to Amateur Radio.

Tech support: Good day.

How may I help you?

Male customer: Hello...

I can't print.

Tech support: Would you click on "Start" for me and...

Customer: Listen pal; don't

start getting technical on me!

I'm not Bill Gates, damn it!



From the ARRL Letter, Vol.25, #34 Smithsonian's NN3SI - Inaugurated in 1976 and supported by a volunteer staff, NN3SI occupies a corner in the "Information Age" exhibit on the first floor of the National Museum of American History, and it's open daily for visiting radio amateurs to operate.

HF & Dxing

In our continuing series on HF and DXing, this month I would like to talk about operating different modes. However I hope you caught some of the GREAT DX that has been around the past few weeks. There has been some more really rare stuff on the bands...stations like J20RR, J20MM, J28JA all operating from Djibouti, Africa. YW0DX, the country of Aves Island off the coast of Venezuela, and 5T5DY in Mauritania. These are real gems.

I have been DXing almost 50 years and have had only 1 or 2 QSO's with these countries over the years. I needed them on many bands and so chased them on 160, 80 and 40 mostly. I was lucky enough to catch some of them on more than one band.

Did I get them all on SSB. No. But I did get the YW0DX on SSB on 80 and 40 Meters. The others were all on CW. Yes I hate(love) to say it but yes CW. I know many of you think CW is a pain and a chore, but it is SOOOO much easier to catch these guys on CW rather than on SSB or RTTY. On SSB and RTTY basically you have to be loud to be heard. This means the propagation must favor YOU. Here in VE1 land that is seldom the case. On CW you just got to get your transmitter where the DX station is listening, the strength of your signal is secondary. Yes it is secondary. The DX station can copy a weaker CW signal in the presence of stronger ones, he has CW filters working for him. Your signal is narrow so he can separate the stations in the pile up of stations calling much easier than on SSB.

The CW ops know just what I mean. I can talk about it until my paddle fingers turn blue (sort of "Blue in the face" for a CW guy). It is so true. I have almost 200 countries now on QRP that 5 Watts. Most of them in fact the majority are on CW. Why? Yes I like CW and the reason is, I like it because it is easier. Easier to work the DX, easier than giving your vocal cords and lungs a stress test.

Try it, just work up the courage to get in there and "just do it". You will work stuff you never ever thought you could, even in the face of some huge pile ups. DXing is lots of fun.... DXing on CW is easy. Try it and see for yourself. Don't take my .. _ _ _ _ . _ . _ for it.!

Dick VE1AI

Safety Corner February 2007

By Terry, VE1TRB

Railroad crossingsRef: <http://www.safetyisnogame.gc.ca/crossings-passages-eng.asp>

This a subject that gets me thinking about an incident that happened down in Beaver Bank a number of years ago. I also think of some of the preventable incidents that we read about far too often. I suppose driving school bus makes me a bit more cautious too. The numbers of train tracks and crossings are slowly dwindling, and the numbers of trains are even getting fewer too. We tend not to think about trains as much as we did when they were plentiful, and we could almost set our watches to the trains in our communities. Some trains keep tight schedules, and some, like the ones that come into town from Windsor and that direction, really don't seem to have much of a schedule at all. As a result, we don't really think about the train coming so we have to be even that much more watchful. I sometimes wonder how much maintenance those crossing systems actually get, and can we really trust them. Every year Canadians die needlessly at highway/railway grade crossings or while trespassing on railway tracks.



The above reference provides the following suggestions:


For your safety and that of your family:

- Never drive around or under lowered gates. It is illegal and deadly.
- If there is no gate and just lights, stop well back from the tracks.
- At a multiple track crossing waiting for a train to pass, watch out for a second train on the other tracks, approaching in either direction.
- Always expect a train. Trains do not always follow set schedules.
- Even if the locomotive engineer sees you, a freight train moving at 120 km/h can take up to 1.6 km or more to stop once the emergency brakes are applied. That's 14 football fields!
- Do not be fooled by the optical illusion — the train you see is closer and moving faster than you think. If you see a train approaching, wait for it to go by before you proceed across the tracks.
- At some locations in Canada, trains do not whistle at the highway/railway crossings. Make sure to look and listen prior to crossing any railway tracks.
- Railway tracks should not be used as a short cut or a walking trail. They are on private property and it is illegal to do so. Don't be caught dead on the tracks.

REMEMBER SAFETY IS EVERYONE'S BUSINESS

If you have any comments or questions that you would like to see addressed in this column, please feel free to send me an email. ve1trb@rac.ca

Visit http://groups.yahoo.com/group/Canadian_Amateur_Radio_Group/

Daylight Saving Time starts on March 11. How will your PC. deal with this? Microsoft did release a patch recently via their Windows Update to correct this potential problem. And don't forget to reset your other clocks. *ed.* 

From the ARRL Letter, Vol. 25, No. 48

The low-frequency beacon of J Allen, VY1JA, near Whitehorse, Yukon, was received Nov.21 in Germany by LF experimenter Hartmut Wolff. The largely overland path spanned 7026 km. Transmitting on 137.7786 kHz using very-slow-speed CW (QRSS), the VY1JA beacon runs 140 W output to a 100-foot top-loaded wire vertical. Wolff used a double K9AY loop on the receiving end, where he decoded the beacon signal using computer software designed to capture below-noise-level signals. Allen invites reception reports, especially screen captures and .wav clips, via e-mail <vy1ja@northwestel.net> (QSLs go to N3SL). VY1JA currently beacons 24/7 sending "JA" at QRSS60 (60-second dits) on the hour and half-hour, followed by an approximately 2-minute ID at 6 WPM at about :24 and :54 that includes the VY1JA grid square (CP20).

Anderson Powerpole connectors are for sale through the HARC at \$1.25 each Place orders with Tom Caithness, VE1GTC; tom.caithness@ns.sympatico.ca

"The best and most beautiful things cannot be seen or touched - they must be felt with the heart."

~Helen Keller~



The ARRL Letter, Vol. 26, No. 03, 01/19 AMSAT-LU (Argentina) has announced that Pehuensat-1, the 2nd Argentine Amateur Radio satellite, now is in a 635 to 640 km sun-synchronous polar orbit (97.92 degree inclination). It was launched Jan.10 from India. Once activated Pehuensat-1 will transmit voice messages in 3 languages (English, Hindi and Spanish) on 145.825 MHz followed by AX.25 1200 bps packet. Named after the native Patagonian Pehuen tree, Pehuensat-1 was developed by the Argentina School of Engineering at the National University of Comahue, the Argentina Association for Technology & Space and AMSAT-LU. More information is on the AMSAT-LU Web site <<http://www.amsat.org.ar/>>. To determine the next pass at your location, click on the small revolving globe off of the coast of Argentina, select your location from the map, then select PEHUENSAT-1. Reception reports are welcome.

<<http://www.amsat.org.ar/?f=z>

-- AMSAT-NA; AMSAT-LU



The annual **HARC Christmas Dinner Party** (held this year at the Steak and Stein) was attended by new hams, experienced hams, a couple of ham offspring (is ham radio enthusiasm a genetic attribute?), some hams who are "rich in experience" and some spouses; about 70 in all. Beginning with a song from a Christmasy-looking barbershop quartet, everyone seemed to enjoy themselves with good food in convivial company! (as you can see from Spud's photos)

And the qualifying student (had to make 80% or more on the exam) who won the HT (drawn during desert) was Scott Melvin, VE1SCT. Congratulations, Scott!



Answer to puzzler on page 2

March 31, 2006, AMSAT-DL radio amateurs at the IUZ at Bochum Observatory used a 20-meter radio telescope dish to detect Voyager 1's 8.4 GHz signal. Using Doppler shift and sky positioning, the German team received the signal from a distance of 8.82 billion miles. <<http://voyager.jpl.nasa.gov/>>

*Everyone has a photographic memory.
Some, like me, just don't have any film.*

The HRM EMO/ham Advisory Committee Web page is at www.ve1hre.ca

From the ARRL Letter, Vol. 26, #04

All information on ARRL Foundation scholarships for young radio amateurs, including application forms and instructions, is only available on the ARRL Foundation Scholarship Programs Web page

<<http://www.arrl.org/arrlf/scholgen.html>>.

Fractured Zen – Some days you are the bug; Some days you are the windshield

The ARRL Letter, Vol. 26, No. 03

January 19, 2007

AMSAT-NA OSCAR Coordinator Bill Tynan, W3XO, has announced that the recently deployed FCal Amateur Radio satellite now has an OSCAR number. Built at the Naval Research Laboratory (NRL). Fcal (Fence Calibration Satellite) contains an Amateur Radio CubeSat for communications and telemetry. The spacecraft has been designated **NRL-OSCAR-62** or **NO-62**. "I congratulate you and your entire NRL Amateur Radio Club team for the successful construction, testing and orbiting of this spacecraft," Tynan said. FCal's downlink frequency is 437.385 MHz (AX.25 AFSK 1200 bps packet). It identifies as KD4HBO.

Sackville Philosophical Amateur Radio Klub (SPARK) Annual General Meeting of the SPARK was held Dec.14, at Key Largo's (Lr. Sackville) attended by about 31. (The previous AGM was held 3 years ago.) The SPARK's new executive (elected by acclamation, and entirely in absentia) consists of:

Basil Coady (VE1KY) - President (Having to work is never an excuse)
Howard Dickson (VE1DHD) - 1st VP (Conflict with HARC HAM Class priorities were seen as lack of planning)

Darryl Perrin (VE1HUP) - 2nd VP (Lack of response, apathy, work, etc., again are viewed as surmountable obstacles) *Due to good attendance only these executive positions could be filled. -ed.*

Check into the Maritime Noon Net, week days at 12 noon on the Gore repeater, 146.640 – MHz

**Halifax Amateur Radio Club
Minutes of the Monthly General
Meeting****Wednesday, January 17, 2007**

President Bill (VE1MR) called the meeting to order at 1934 with 31 members and guests in attendance.

Silent Keys: There were two (2) silent keys to report:

Michael Conrad – VE1MCA
RR#1 Bridgewater
Fenwick Whynot – VE1FLW
RR#3 Lunenburg

Guests / Visitors: Ken Branch

Executive in attendance:

Bill Elliott (VE1MR) President; Dick Grantham, (VE1AI) 1st. Vice-President; Peter Whalen (VE1PJW) 2nd Vice President; Murray Mac Donald (VE1MMD) Secretary; Fraser Mac Dougall (VE1WO) Treasurer; Doug Leblanc (VE1LDL) Director-at-Large; and Brian Allan (VE1AZV), Station Manager.

Regrets: were received from Bob Swinwood (VE1PQ) Past President.

Minutes of the November 15, 2006 monthly general meeting: It was moved by Doug (VE1LDL) and seconded by Rich (VA1CHP) that the minutes of the November 15, 2006 meeting, as printed in the January 2007 edition of the Reflector, be adopted. Motion was carried.

Executive Reports:

Treasurer's report: Fraser (VE1WO) reported that opening balance for the month was \$13,116.66. He reported that income for the month was \$ 495.00 and expenses were \$1,914.67.

It was moved by Lynn (VE1ENT) and seconded by Scott (VE1QD) that the Treasurer's Report be accepted. Motion was carried.

Secretary's report: Murray (VE1MMD) advised that he had nothing to report.

President's report: Bill (VE1MR) advised that he had nothing to report.

1st. Vice President's report: Dick (VE1AI) reported that there were many good DX entities heard recently. He reminded all that things

should be picking up soon as we are currently coming out of the bottom of the sun cycle.

2nd. Vice President's report: Peter (VE1PJW) reported that the annual Ham Breakfast has been scheduled to be held at the Steak and Stein on Young Street on February 24th. Members were reminded to contact Peter if they planned to attend. Peter requested help in organizing the Breakfast, Dave (VE1NN) volunteered to assist.

The door prize for the January meeting was a dual heat soldering station complete with extra tips.

Station Manager's report: Brian (VE1AZV) advised that he had finished refurbishing the station vertical, that it had recently been installed and is connected to the FT 990, the satellite tower was now up, the club dipoles were now working and the beam is off 45 degrees. He also reported that an application had been made to have high speed internet installed in the club station, and that the new server would be operating shortly as part of a Local Area Network (LAN) connecting all the club stations to the main server.

Member at Large: Doug (VE1LDL) advised that he had nothing to report.

Past President: Bob (VE1PQ) sent his regrets and advised that he had nothing to report.

Committee reports:

Membership: Howard (VE1DHD) advised that currently there are two (2) Life Members, twenty – nine (29) Associate Members and sixty – seven (67) Full Members for a total 2007 membership of ninety-eight (98).

Howard reported that one of our members; Jason (VE1PLF) was currently serving in Afghanistan and suggested it would be a nice gesture to provide him with a paid up membership for the 2007 year. It was moved by Dick (VE1AI) and seconded by Brian (VE1AZV) that Jason's membership for the 2007 year be paid for by the club. Motion was carried. Howard will contact Jason and advise him of the club's deci-

sion.

Search and Rescue: Dave (VE1AJP) reported that the group had been working on developing a five (5) year business. He advised that the bus was experiencing mechanical problems that required major repairs or replacement. He also advised that the command vehicle was experiencing generator problems that required an estimated \$3,700.00 in repairs. The supplier had been contacted to ascertain if the equipment was covered by warranty. He reported that they are looking into a new radio produced by Motorola and hope to obtain some for research and experimentation.

EMO: Tom (VE1GTC) reported that he had facilitated an EMO communications course in Amherst on Saturday November 18th. He was assisted by Doug (VE1LDL). He advised that an interprovincial exercise involving amateur radio operators from the Amherst and Sackville area was planned for February 22nd. This exercise will operate as a controlled net. Tom advised that a Halifax area station was being sought to participate in the exercise and if any member was interested to please contact him.

Tom reported that he has been working with a local radio station in the Eastern Passage area and that he would be providing a live demonstration on Monday, January 22nd. He encouraged those present to keep an "eye out for him" on Monday and to participate in the program.

Course: Scott (VE1QD) reported that seven (7) recent graduates were present for the meeting. They were given an enthusiastic welcome by all present. He advised that on January 30th the new self-study class would be meeting and that January 25th had been chosen to hold the next round of exams at the Knightsridge Fire Station. Currently 5-7 have indicated their desire to write and if any member is aware of others wanting to write to let Scott know.

75th Anniversary: Fraser (VE1WO)

(Continued on page 7)

reported that plans for the 75th Anniversary are proceeding well. He referred to the article by Bob (VE1PQ) in the January edition of the Reflector and reviewed the various options being considered by the Committee. He presented the proposed organization currently in place and encouraged all members to take an active role. He reiterated that in order for such an undertaking to be a success, it would require the involvement of each and every member of the club. He reminded all that the events are “for you, about you and including you”..

Flea Market: Flea Market: Dave (VE1NN) reported that the booking for the Down East Flea Market had been reconfirmed for May 12th at the Halifax Forum Complex. Doors will open at 0630 for sellers and 0900 for buyers. Tables will again be free for sellers and the admission for buyers will remain at \$4.00. Anyone seeking tables are invited to contact him. Dave reported that Durham Radio has confirmed their attendance at the Flea Market. Volunteers are required and interested members are asked to contact Barry (VE1TRI).

Old Business: There was no old business to address.

New Business:

Field Day 2007: Following discussion as to the location for the 2007 Field Day, it was moved by Howard (VE1DHD) and seconded by Lynn (VE1ENT) that the 2007 Field Day be held at York Redoubt. Motion carried.

2007 Budget: Fraser (VE1WO) introduced the proposed budget for 2007 and provided an in-depth analysis of the various income and expense accounts. Following discussion, it was moved by Fraser (VE1WO) and seconded by Tom (VE1GTC) that the budget, as proposed, be accepted. Motion carried.

Reports/Announcements: Dave (VE1NN) reported that nametags bearing the club logo are available for \$5.00. If interested, please contact Dave.

50/50: Carolyn (VE1FRG) won the 50/50 draw in the amount of \$22.50.

Door Prize: Jim (VA1CYR) won the dual heat soldering station.

It was moved by Bruce (VE1MLW) that the meeting be adjourned.

Meeting adjourned at 2057.

Respectfully submitted,
Murray MacDonald, VE1MMD
Secretary, H.A.R.C.

At the HARC's October meeting, on behalf of the club, Scott VE1QD took the opportunity to recognize (among recent achievements by Club members) that Dick, VE1AI, received the IOTA award recognizing his achievement as the Number One North American IOTA station in the July 2005 event.

What is IOTA? Daily Amateur Radio RSS News Service says: “IOTA is an award programme in which participants “collect” contacts with islands worldwide. These contacts count towards 18 separate certificates, graded in difficulty, for island chasers, as well as 2 prestigious awards for high achievement. The awards can be claimed by any eligible licensed radio amateur who can produce evidence of sufficient 2-way communications with islands. For IOTA purposes, the world's islands have been corralled into some 1200 groups with varying numbers of qualifying islands (or counters) in each. The objective for the island chaser is to make radio contact with at least one counter in as many of these groups as possible. For the DXpeditioner, the objective is to provide such island contacts. The basic award is for working stations in 100 IOTA groups.

The IOTA Programme also produces an annual Honour Roll and other performance tables that are published on the IOTA web-site and the IOTA Directory. IOTA is fun for both the island chaser and the island activator. IOTA has an estimated 15,000-20,000 followers.

Icom sponsors IOTA

From a news item on QRZ.com
forwarded by Fred, VE1FA

From Oct.1 2006, Icom will be the new corporate sponsor of the Islands on the Air (IOTA) programme; a 3-year worldwide sponsorship deal.

With the introduction of new web-based software the programme will be even easier to use. The software will ease the filing and checking of award applications and will give easy access to IOTA info & standings.

RSGB IOTA Committee chair John Butcher, G3LAS, said “the RSGB IOTA programme now, 2nd only to DXCC in popularity, attracts many thousands of participants worldwide who regularly battle it out in the pile-ups for a contact with that elusive ‘new one’. Many of these exciting opportunities are made possible only by the efforts of the hundreds of intrepid expeditioners who activate many remote and often nearly inaccessible islands. We look forward with enthusiasm to working with Icom to promote IOTA.’

Icom America Amateur Div. manager Ray Novak, N9JA, explains “As an Amateur Radio manufacturer, it is our duty to do things to create excitement to entice people to participate in this wonderful hobby. IOTA gives amateur radio that much-needed family tie. Take the family on vacation to a resort Island, and enjoy the relaxation, the beach, and the DX pile-ups as a family... a perfect combination.’ I would hope that IOTA would be one of the things that would attract people to go and get their licence.. Amateur Radio is one of the least expensive, competitive hobbies in the world. We have to promote it.’

Phil Hadler G4CZU, Icom (UK) Ltd said, 'IOTA is a prestigious as well as a fun event, ideal for the serious and even not so serious contesters and may well be a good route in getting younger people into the hobby.

Since IOTA's launch in 1964, both Yaesu and Kenwood have served as program sponsors.

Daily Amateur Radio RSS News Service

From the Mail Bag

Why isn't the number 11 pronounced onety one?

A Note of Thanks

I would like to take this opportunity to thank Howard and Jean Dickson for their generous donation of the ICOM two meter handheld that I was fortunate enough to win at the HARC Christmas Dinner. I have been a little slow on the uptake with all the other studying going on for me right now, but I have managed to make a few contacts (local and IRLP) since getting my callsign. I want to again thank Howard and Jean for their generous gift and also congratulate the rest of the members of the fall HAM class on passing the exam.

Scott Melvin, VE1SCT

Good evening Sir

I am the history keeper for the site <http://www.spectralumni.ca> where we collect all texts and photos pertaining to the management of the radio frequency spectrum in Canada .

I am trying to build Regions corner and already two are on-line, for the Pacific and the Central region where we have had permission from VE4YU to use his Radio Active Manitoba lines. For some months now, I have been researching for the same type of stories for the Maritimes with negative results.

Would you by any chance know of one or direct me to somebody that could know about that ?.

Your cooperation will be most appreciated - thank you

Laval Desbiens, VE2QM; desbiens.laval@videotron.ca

John Eric Perkins (VE1FH) passed away on Thurs, Jan. 25, 2007.

His obituary, which appears in The Chronicle Herald, is below.

73, Scott, VE1SCT

PERKINS, John Eric - 55, Fletcher's Lake, passed away on Thursday, January 25, 2007, after a well-fought battle with Non-Hodgkin's lymphoma. Born Jan.25, 1952, he was a son of the late Reginald and Elizabeth Perkins. John worked for the Government of Nova Scotia. He served 25 years with the Emergency Measures Organization and the last 4 years with Communications Nova Scotia, most recently as Communications Director for the Seniors Secretariat. For many years, John was an avid ham radio operator (VE1FH) and particularly enjoyed contests. In more recent years, John took up flying radio controlled model airplanes and was a member of the Atlantic Society of Radio Controlled Modellers. John was a Cub leader for 13 years for the 1st Riverlake group and is best known to many young people in the area as "Akela". John is survived by his wife, Heather; son, Andrew; daughter, Janice; brothers, Bill, Reg, David; sisters, Kathleen (Brink), Margaret (Ferguson), Doris (Nichols), as well as many nieces and nephews. He was predeceased by his parents & his father-in-law, Jack Brady. Donations in John's memory may be made to the Lymphoma Foundation of Canada or to Scouts Canada. Cremation done under the direction of Cole Harbour Funeral Home and Crematorium. Funeral services held in St. John's United Church, Fall River Jan.30, 11AM

From the ARRL Letter, Vol. 25, No. 48, Dec. 8/06

Changes in international frequency allocations could force Canada's CHU time-standard signal on 7.335 MHz to go off the air, change frequency or get another license by spring. The International Telecommunication Union (ITU) has reallocated the 7300-7350 kHz band from "fixed service" to "broadcasting," effective April 1, 2007. CHU now operates there as a fixed service facility. CHU's other frequencies (3.330 & 14.670 MHz) are not affected. The station has been including messages in its 7.335 MHz transmissions to solicit information from CHU listeners and to help shape recommendations regarding which direction to go.

The Institute for National Measurement Standards at the National Research Council of Canada operates CHU. The Institute's Web page is at http://inms-ienm.nrc-cnrc.gc.ca/time_services/shortwave_broadcasts_e.html.

Other possibilities are 1/ CHU relicense as a broadcasting facility, 2/ change frequency to a nearby fixed service channel, requiring an investment in hardware & manpower, or 3/ shut down operations completely. The Institute's Raymond Pelletier says "CHU is entering a phase where major investment in new transmitters will be required to keep it operating."

The CHU code is also used as a radio clock which can be used as a reference clock for an NTP time server. Software drivers have been written that can obtain date & time from the code, then tune a digitally tuned radio to one of CHU's 3 frequencies to get the best signal." we will try our best to maintain the CHU service as it is, keeping the 3 frequencies as they are," Pelletier's plea concludes.

Canadian time transmissions using the CHU call letters began in 1938 on the current frequency, but the service itself dates back to the early 1920s. The facility changed to cesium atomic clocks in 1967. In 1970 the responsibility of operating CHU shifted from Dominion Observatory to the National Research Council.

CHU invites reception report and will respond with a QSL card. Send reception reports to Radio Station CHU, National Research Council of Canada, 1200 Montreal Rd, Bldg M-36, Ottawa, Ont., K1A 0R6 or via e-mail radio.chu@nrc-cnrc.gc.ca

Good Housekeeping Tip

Always keep several get well cards on the mantel..... so if unexpected guests arrive, they will think you've been sick and unable to clean.

The Reflector is pleased to present more tales from the Bounty. -ed.

DEM MEXICAN SUMS OF BITCHES

As soon as the pilot departed the vessel on leaving port, the captain of the Bounty would yell "All right, Jib and T'gallants". Bounty was a square rigged sailing vessel specially built for the movie "Mutiny on the Bounty" starring Trevor Howard and Marlon Brando. She was a replica of a 1784 coastal sailing vessel built in England with the name Bethia. She was larger than the original in order to handle the diesel engines for propulsion and the diesel generators for electricity. She was fitted with modern conveniences below decks including electric stoves in her galley that operated on 440 volts. She carried marine electronics including a marine radio station of the 1950's, call sign VYFM. She had been built at Lunenburg, Nova Scotia, in 1960. I was the second and last radio officer to serve in her.

We had motored out to the pilot station on our diesel engines and the crew would have things ready for the command to set the sails. The jib was the triangular sail at the bow of the ship that was seized at the bottom by the boom on the bow, the bowsprit. There was a figurehead of a lady in riding habit under this boom. The jib is the sail that assists in the steering of a sailing ship. The T'gallants or Top Gallant sails were the second square sails down from the top on each of the three masts. Each of Bounty's eleven square sails had its own yard. When these sails were dropped, by a few seamen on each yard, they would make a "wumph" sound when they filled and were made fast by the mates and seamen on deck. When the wind that filled these square sails was coming from one side or the other of the ship one would feel a slight tilt in the ship at the sound of the wumph. The square sails were the work horses and the ones that produced the power that drove the ship through the water.

A sailing vessel rides through the water a bit different than a motor vessel. The sails tend to hold the ship over and keep her steady as she sails along. When a good breeze and sea is running she will not only remain held over to one side but will move up and down through each sea. The hull will shoulder each sea aside as it plows through the water creating spume on each side of the bow, and will on occasion throw a spray of water over the bow and across the upper deck.

I stood the watches of a merchant ship with one radio officer and this meant two hours on duty and two hours off duty until I had worked eight hours each day. It was normally from eight until ten each morning and terminating with the eight to ten watch each evening. I spent most of the two hours off between each two hours on duty operating my amateur radio station VE0MO on the 20-meter amateur band.

The main engines and twin propellers were in use as we sailed along. With a good sea running these propellers would rumble like the propellers of any ship. They were quiet when down because they were deeper in the water and had more thrust. As the ship's stern lifted and the water was not as



Metro Goldwyn Mayer – Bounty in the South Seas

deep the propellers would tend to rumble as though they were loose.

One morning when I signed off the radio log for the first watch of the day we were rumbling and sailing along in a good breeze. I felt a hot cup of the chief cooks coffee would really hit the spot so headed for the galley. As I walked forward to the galley my feet were over next to the bulkhead of the port side of the hallway between the officers cabins, and because the ship was leaning my shoulder nearly touched the starboard side of the hallway. On occasion the ship would slam into a sea and I would simply grab something and hang on or simply stop and lean against the bulkhead. I had to go through two watertight doors to get to the galley. The first was at the end of the officer's cabins just before one entered the area of the main hatch of the cargo hold. On the starboard side of this hatch was the crew's dining room and on the port side were two cabins; the purser had the one astern and the two messmen the one forward.

The first watertight door was great to hang on to as the ship hit a sea just as I reached it. The galley was just inside the second water tight door on the port side with the walk in refrigerator just behind the galley. The chief cook and second cook's cabin was just behind the refrigerator and a ladder running up on to the foc'sul head was between that and the crews combined washroom and sleeping area on the starboard side.

The chief cook was in his late 50's, a small chubby French Canadian from Quebec. He was a fantastic cook and most of us gained some weight while sailing with him. The captain had hired him from the Georgian Towers Hotel in Vancouver. He was from a large family and at least three of his brothers and sisters died that summer he was sailing in Bounty. I hated to answer a coast station with a message at times because it seemed to be another death I would have to deliver to

(Continued on page 10)

(Continued from page 9)

Louis, our chief cook.

Just as I reached the second watertight door the ship hit another large sea. I grabbed the edges of the door and hung on. Both the chief cook and second cook were in the galley and they grabbed the various rails around the galley for this purpose. These rails were to prevent them from getting burned by something hot on the stoves. The stoves had rails to keep the various pots in place.

The chief cook kept his flour in a large plastic garbage can underneath a counter in a spot that appeared built for that purpose. When the ship hit this sea that garbage can tipped out upside down leaving a perfect pyramid of flour as it rolled to one side. I was convinced one would never see it do something like that again. The chief cook looked at his flour then looked at the second cook and said "keen it up". Just then a cockroach wiggled out the very top of this pyramid of flour. The chief cook looked at the cockroach and said "Dem Mexican Sums of Bitches" and jumped on the cockroach with both feet. It was one huge cloud of flour with the chief cook's apron flying and his bald head sticking out the top. It was the funniest thing I had seen in a long while and I got to laughing so hard it hurt. To heck with a coffee, I'm not going near that mess, and turned and went back to my combined cabin radio room.

Spurgeon G. "Spud" Roscoe VE1BC



Painting by Nunez Segura, of Barcelona of the original HMS Bounty that appeared in Sea Breezes magazine in March 1978.

The original Bounty built in 1784 was 88 feet long and carried a crew of 46. Our replica was 30 feet longer at 118 feet and carried a crew of 22.

*Some people try to turn back their odometers.
Not me, I want people to know "why" I look this way.
I've travelled a long way and some of the roads weren't paved.*



This is a model of Bounty by Nature Coast.com. Most of these models do not show the top square sails – the Royals.

The ARRL Letter, Vol. 25, No. 49 Canadian licensees holding "Basic Plus" (codeless) tickets may operate HF in the US, whether or not they've passed a Morse code test, according to the Radio Amateurs of Canada (RAC). Since Canada removed its mandatory Morse requirement in 2005, the impression has persisted that the US still required visiting ops to have Morse credit for HF operation under the reciprocal operating agreement between the two countries. According to §97.107 of the FCC rules, operator privileges in the US are those authorized by the alien licensee's government, not to exceed Amateur Extra class privileges, but visitors must operate according to US frequency allocations. Some countries continue to require a Morse qualification for HF operation by amateurs visiting from other countries.

From the ARRL Letter, Vol. 26, No. 02, January 12, 2007 AMSAT OSCAR coordinator Bill Tynan, W3XO, has announced that the RAFT-1 and ANDE Amateur Radio CubeSats have been issued OSCAR numbers. Both spacecraft were placed into Earth orbit from the space shuttle Discovery on Dec. 21 and are projects of US Naval Academy Satellite Lab. RAFT-1 has been designated as NAV-OSCAR-60 or NO-60. ANDE has been designated as NAV-OSCAR-61, or NO-61. The RAFT-1 and ANDE ham radio payloads digipeat 1200 bps packet on 145.825 MHz. When it's enabled, RAFT-1 has a PSK31 uplink from 28.117 to 28.120 MHz with the downlink also on 145.825 MHz. For more information, visit the ANDE, RAFT, NMARS & FCAL Operations Web page, <<http://www.ew.usna.edu/~bruninga/ande-raft-ops.html>>